

# The Sydney Morning Herald

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SYDNEY, TUESDAY, MARCH 19, 1907.

## SUMMARY.

The White Star liner *Suevic* is ashore on the coast of Cornwall.

The 400 passengers and crew of 100 are being gradually landed.

Splendid discipline is being maintained, and it is hoped that everybody will be saved.

General De Wet objects to General Botha attending the Colonial Conference in London.

He contends that General Botha should attend a full Parliamentary session to learn public opinion.

General Botha's salary has been fixed at £6000, and that of each other Minister at £2000.

The *Indomitable*, which is the largest cruiser in the world, has been launched at Glasgow.

The British Crown is claiming the *Pace* boat, which covers 4000 miles, and is worth £2,000,000 per annum.

Mr. W. P. Reeves, at Liverpool, said he hoped the question of developing Imperial trade would be the subject of the conference.

A fire in a city road, London, destroyed three large warehouses. The estimated loss is £200,000.

Mr. J. Redmond, speaking at Bradford, said the Government was about to attempt some form of devolution.

He characterized it as an endeavour to force a rotten system of local administration on the people.

Nothing, he said, would satisfy Ireland but an Irish Parliament, with executive responsibility.

Princess Cecelia has arrived at Tcheran, Persia, to protect the Russian Legation.

President Roosevelt holds that the railroads are no longer able to move crops and goods rapidly enough for national business.

He has ordered a commission to report on improvements in the river systems of the United States.

The Mayor of San Francisco has been committed for trial respecting recent municipal disclosures of alleged corruption.

Mr. Rockefeller is reported to be giving \$100,000 to establish non-sectarian schools in China.

The Japanese at Hawaii have protested to President Roosevelt respecting the amended Immigration Passports which are subsidizing.

Damage at Pittsburgh amounts to £2,000,000, and 25,000 people are homeless.

A commander of Turkish troops in Asia Minor has been assassinated by a non-commissioned officer, whom he had punished.

The American destroyer and torpedo boat *Collier* during night maneuvers. Two deaths were caused.

Mr. Upton Sinclair's socialist colony in New Jersey has been destroyed by fire.

William Patrick Crick and William Nicholas were re-arrested upon a charge of conspiracy yesterday.

The defendants, who pleaded not guilty, were admitted to bail.

The Arbitration Court gave judgment yesterday in the case of the *Freeman* and *deck hands* against the *Sydney Ferry, Ltd.*

The wages were increased and the hours reduced.

By a majority the Court cancelled the registration of the *Sydney Wharf Labourers' Union*.

Mr. Gordon held that the union had not given reasonable facilities to persons to join its ranks.

The union had practised exclusion by boycotting all members of the class they disliked.

The *Australasian Workers' Union* filed a writ last week respecting its dispute with the *Patrolmen's* Federation Council.

The reply of the respondent council was filed yesterday.

Menage residents are indignant at the coroner proceeding to enquire to be buried on the bank of the Nepean.

They use the river water for household purposes, and say the first flush will wash the body.

A subaltern arrested in connection with the Greenback outrage was committed for trial at Moree yesterday.

The slaughterhouse at Christchurch, N.Z., resumed work yesterday.

Mr. Waddell addressed a large meeting at Lyndhurst on Friday night, and met with a good reception.

Mr. Waddell was the difficulty to be faced the present time, and would be during the first six months of the year.

A man living at Newtown found his wife and infant drowned in the bath upon rising.

The A.U.N. Co.'s mail went around on the North Coast Cape last Tuesday night.

The crew have left for Onslow.

A man named Thomas Reid was yesterday found to be suffering from plague.

Reid is a labourer and lived at Chippenham.

It was agreed yesterday that May would be a suitable date to hold the Premier's Conference at Brisbane.

Mr. B. proposes to take a hand in Federal questions in relation to the States when in London.

Should Mr. Deakin say anything wrong about the other thing.

## NEW AUTUMN GWLANENS.

FARMER'S PLANNED DEPARTMENT.

We have opened a full assortment of NEW AUTUMN GWLANENS, as our Welsh friends call them; and we have the English name, doublet more familiar to English ears.

NEW AUTUMN FLOWERS.

NEW DESIGNS. NEW EFFECTS.

IN BLOUSING FLOWERS.

These include Paisley stripes, B.A. Embroidered designs, spots, and figures, in Navy, Black, and Cream.

VIYELLA. VIYELLA.

Viylas in stripes, Viylas in Checks, in three weights.

VIYELLA DOES NOT BURN.

This fabric is made of a material that needs no commendation from us. Its use as a material for national business is well known.

PATENT POST FREE ON REQUEST.

CREAM FRENCH FLANNEL.

Wool dyed with warm white is one of the most commendable of flannels. Its use increases with age and old. Widely and popularly known.

CREAM SALMON FLANNEL.

For Ladies' or Infants' wear, very soft, and will not shrink in the most sensitive.

WHITE SATIN FLANNEL.

35 inches wide, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

SAVON WASH FLANNEL.

A much-needed Household Flannel, possessing many virtues.

26 to 28 inches wide, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

SHIRTING FLANNEL.

For Shirts and Shirts.

35 inches wide, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

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For Shirts and Shirts.

## SHIPPING.

P. AND O. COMPANY'S ROYAL MAIL STEAMERS.

FOR MANHATTAN, PLYMOUTH, AND LONDON.

FIRST AND SECOND SALOON ONLY.

Steamers. Tons. Commanders. Dates.

"MOLDAVIA" 10,000 G. Gordon April 20

"HUNGARY" 10,000 G. Gordon May 1

"VICTORIA" 10,000 G. Gordon May 15

"MOLDAVIA" 10,000 G. Gordon May 29

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## ORIENT-ROYAL MAIL LINE.

For Plymouth and London, via Suez and Aden.

Shipping, calling at Fremantle, Melbourne, and Sydney.

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Agents for Steamers Trading to All Parts of the World.

COMMUNICATION ROUND-THE-WORLD TOURS BY AIR ROUTE.

TO NEW ZEALAND, HONOLULU, SAN FRANCISCO, NEW YORK, AND THROUGHOUT AMERICA.

TO SINGAPORE, PORT DARWIN, JAVA PORTS, AND DUTCH EAST INDIES.

MANILA, HONGKONG, AND THROUGHOUT JAPAN, LONDON, LIVERPOOL, AND ALL PORTS OF EUROPE.

TO THE PACIFIC ISLANDS, NEW HEBRIDES, SOLOMONS, GILBERTS, AND BELIZE ISLANDS, LORD HOWE AND NORFOLK ISLANDS, FIJI, NEW CALEDONIA, PAGO PAGO, NEW GUINEA, NEW HETIAN.

TO CALCUTTA, BOMBAY, MADRAS, AND THROUGHOUT INDIA AND THE EAST.

All details to travel should be sent for particulars, which will be prepared showing cost, time, and conditions, and will be sent by post.

ROBERTS' SPECIAL OLD SCOTCH.

Imp. Qu. 24, Bottles 24, Imp. Pints 24, Large 12, Small 24.

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ROBERTS' FINE OLD SCOTCH.

Imp. Qu.







## SUEVIC ASHORE.

UNDER THE LIZARD LIGHTHOUSE.

## IN PERILOUS POSITION.

LANDING PASSENGERS AND CREW.

## NO LOSS OF LIFE.

The White Star liner Suevic, 12,500 tons,

Captain T. J. Jones, which left Sydney on

January 29, for London and Liverpool, is

labored on the coast of Cornwall.

On Sunday night, during a fog in the

English channel, she struck the rocks under

the lighthouse at the Lizard.

A heavy gale from the southwest was

blowing at the time, with a rough sea.

Three lifeboats have been sent to the

Suevic, but no danger to life is anticipated.

Tugs have been sent to assist.

The four hundred passengers and the

crew of 100 are being gradually landed

from the Suevic in the lifeboats and by

rescuee's own boats.

The inhabitants are providing every

comfort for the shipwrecked people.

Many women and children were

brought ashore soon after the vessel went

down.

Splendid discipline is being maintained

on board, and there is every hope that

everybody will be saved.

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## HOME RULE CAMPAIGN. THE LARGEST CRUISER.

WHAT THE CABINET MUST DO.

SPEECHES BY NATIONALISTS.

LONDON, March 18.

Mr. John Redmond, M.P., leader of the

Nationalists, speaking at Bradford on

Saturday afternoon, said that the Govern-

ment was about to attempt some form of

devolution in Irish administration, en-

davouring by tinkering with a rotten sys-

tem to reform it.

Nothing, he said, would satisfy Ireland

but an Irish Parliament, with Executive

responsibility. If the Government's

scheme did the foundation onereded

could build, and gave a genuine con-

fidence of questions of administration alone,

and lightened the financial burden on

which Ireland staggered, then possibly

Irish might not be so ready to accept

what it was worth. A popular con-

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## IN REALITY A BATTLESHIP.

LAUNCHED AT GOVAN.

LONDON, March 18.

The armoured cruiser Indomitable, 12,500

tons displacement, the largest cruiser in

the world, has been launched at Govan,

Glasgow.

The utmost secrecy is observed with re-

gard to the details of the construction of

the Indomitable. The cruiser embodies the

results of experiments on the latest de-

velopments suggested in recent warfare.

Her gun power and her speed of 25 knots

will exceed the gun power and the speed

of any other cruiser.

The sister ships of the new cruiser, the

Invincible and the Indefatigable, are being

built, the former by Sir William Arrol,

strong, Whitworth, and Company, at El-

swick, and the latter by Messrs. John Brown

and Company, at Clydebank.

The three armoured cruisers, Indomitable,

Invincible, and Indefatigable, are not cru-

isers in the ordinary meaning of the word,

but are really battleships of an heavy broad-

side. Since they were authorized in the early

months of 1905 the three ships have been

under the eye of a most experienced naval

architect, Mr. John Brown and Co., who

launched at Messrs. John Brown and Co.,

the Indomitable at the yard of the Fairfield

Shipbuilding and Engineering Company on the

Tyne last March 1. It was inevitable

that some particulars of these vessels

should be made known to the public.

The Indomitable is a ship of the Dread-

nought type, and is the largest of the

Dreadnoughts now being built.

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## A DISPUTED ESTATE.

CLAIMED BY THE CROWN.

REVENUE OF TWO MILLIONS.

LONDON, March 18.

Sir Lawson Walton, Attorney-General,

in a speech yesterday before the House

of Commons, said that the title claimant

of the Crown, claims the Page

estate. The title has been





THAWWAY AFFAIRS.

A deputation from the Tramway Employees' Union, consisting of Messrs. J. A. Warton (president) and A. C. Warton (general secretary), yesterday asked the Premier, Mr. J. B. Carruthers, to make certain amendments in the proposed legislation affecting Appeals Boards. The union desired that the board should have discretionary power to compel the attendance of witnesses, and that costs might be awarded against appellants or officers personally in a frivolous or vexatious instance was quoted by a driver who was dismissed from the service by an officer upon a charge which afterwards proved to be groundless. That man was unfairly dealt with in the first instance, and the officers of the department had exercised their authority in an arbitrary way. The union further asked for the appointment of an independent chairman outside the service, preferably a stipendiary magistrate. Mr. Carruthers, in reply, agreed that in certain circumstances it might be necessary to compel the attendance of witnesses. At the same time he would be glad to consider amendments being introduced. Regarding the suggestion that discretionary power should be given to the board to compel the attendance of witnesses, he pointed out that a great hardship might be inflicted in either case. If the board were to compel attendance, it would be in a position to pay costs, while if officers were to be compelled to attend, their decisions they would be compelled to take the safe course, to the neglect of their duties. The suggestion that an independent chairman outside the service should be appointed on the Appeal Board was a fair one, and there was a correlative proposal that officers of the railways, instead of railway officers, should deal with tramway appeals. Mr. Carruthers said that the board would be a proper person to act as chairman, and that the board would be a proper person to act as chairman, and that the board would be a proper person to act as chairman.

CALLS AND DIVIDENDS ON SHARES.

COPE'S CREEK CENTRAL TID DREDGING COMPANY, NO LIABILITY.  
NOTICE OF DIVIDEND ON PREFERENCE SHARES. The directors of the Cope's Creek Central Tidal Dredging Company, Limited, have decided to pay a dividend of 10 per cent. on the preference shares of the company, for the year ending 31st March, 1907, on Wednesday, the 27th of March, 1907, at 2 p.m. By order of the Board, THOS. ROLAND, Secretary.

WANTED TO PURCHASE.

Left-off clothing, Mr. and Mrs. MITCHELL, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 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442s. 6d., 444s. 6d., 446s. 6d., 448s. 6d., 450s. 6d.,  
452s. 6d., 454s. 6d., 456s. 6d., 458s. 6d., 460s. 6d.,  
462s. 6d., 464s. 6d., 466s. 6d., 468s. 6d., 470s. 6d.,  
472s. 6d., 474s. 6d., 476s. 6d., 478s. 6d., 480s. 6d.,  
482s. 6d., 484s. 6d., 486s. 6d., 488s. 6d., 490s. 6d.,  
492s. 6d., 494s. 6d., 496s. 6d., 498s. 6d., 500s. 6d.,  
502s. 6d., 504s. 6d., 506s. 6d., 508s. 6d., 510s. 6d.,  
512s. 6d., 514s. 6d., 516s. 6d., 518s. 6d., 520s. 6d.,  
522s. 6d., 524s. 6d., 526s. 6d., 528s. 6d., 530s. 6d.,  
532s. 6d., 534s. 6d., 536s. 6d., 538s. 6d., 540s. 6d.,  
542s. 6d., 544s. 6d., 546s. 6d., 548s. 6d., 550s. 6d.,  
552s. 6d., 554s. 6d., 556s. 6d., 558s. 6d., 560s. 6d.,  
562s. 6d., 564s. 6d., 566s. 6d., 568s. 6d., 570s. 6d.,  
572s. 6d., 574s. 6d., 576s. 6d., 578s. 6d., 580s. 6d.,  
582s. 6d., 584s. 6d., 586s. 6d., 588s. 6d., 590s. 6d.,  
592s. 6d., 594s. 6d., 596s. 6d., 598s. 6d., 600s. 6d.,  
602s. 6d., 604s. 6d., 606s. 6d., 608s. 6d., 610s. 6d.,  
612s. 6d., 614s. 6d., 616s. 6d., 618s. 6d., 620s. 6d.,  
622s. 6d., 624s. 6d., 626s. 6d., 628s. 6d., 630s. 6d.,  
632s. 6d., 634s. 6d., 636s. 6d., 638s. 6d., 640s. 6d.,  
642s. 6d., 644s. 6d., 646s. 6d., 648s. 6d., 650s. 6d.,  
652s. 6d., 654s. 6d., 656s. 6d., 658s. 6d., 660s. 6d.,  
662s. 6d., 664s. 6d., 666s. 6d., 668s. 6d., 670s. 6d.,  
672s. 6d., 674s. 6d., 676s. 6d., 678s. 6d., 680s. 6d.,  
682s. 6d., 684s. 6d., 686s. 6d., 688s. 6d., 690s. 6d.,  
692s. 6d., 694s. 6d., 696s. 6d., 698s. 6d., 700s. 6d.,  
702s. 6d., 704s. 6d., 706s. 6d., 708s. 6d., 710s. 6d.,  
712s. 6d., 714s. 6d., 716s. 6d., 718s. 6d., 720s. 6d.,  
722s. 6d., 724s. 6d., 726s. 6d., 728s. 6d., 730s. 6d.,  
732s. 6d., 734s. 6d., 736s. 6d., 738s. 6d., 740